



VOLUME VI — NO. 8

TRENTON, NEW JERSEY

JULY—AUGUST, 1948

The HIGHWAY

The Federal Aid Highway Act of 1948

To the millions of American motorists the 80th Congress of the United States will be remembered as the session in which the principles of the Federal Aid Highway Act of 1944 were reaffirmed and Grants-in-Aid for highways extended for an additional period of two years. While the total amount of these grants will be slightly less than previously, the Act of 1948 follows both in pattern and purpose the Act of 1944.

Briefly, the new Act provides for a sum of \$450,000,000, to be appropriated each year for a period of two years. Of this amount 45 percent is for projects on the Federal Aid Highway System; 30 percent for projects on Secondary and Feeder roads and 25 percent on the Federal Aid Highway System in urban areas. While the Act of 1944 provided for \$500,000,000 a year for three years, there are provisions for additional grants to Forest Highways in the new Act which totals in excess of a billion dollars a year for the next two years.

This new Act, moreover, carries three significant provisions which are worthy of consideration.

First, it provides that a study of the status of improvements on the national system of interstate highways shall be carried on by the Public Roads Administration in cooperation with the State Highway Departments, together with a study of the potential needs of highways for the National Defense to be carried on in cooperation with the Secretary of Defense and the National Security Board. Such studies should reveal the needs of adequate highway systems, particularly in highly industrialized States such as New Jersey, as well as the requirements of these areas for strategic defense highways.

Second, the term "Secondary and Feeder Roads" includes County and Township Roads and requires the cooperation between the State Highway Departments and the Township Trustees and other appropriate local road officials in carrying out the purposes of this act.

Third, the amount for administration, research, studies and investigation is increased to 3 3/4 percent to enable the Federal Works Administrator to carry forward this very much needed work in view of the continuation of the Federal Highway Program.

Under the provisions of the Act of 1948 New Jersey will receive a total of \$8,375,000 as contrasted with \$9,243,000 under the 1944 Act. Of this amount \$2,541,000 will go to the Federal Aid Primary System; \$923,000 to the Federal Aid Secondary System and \$4,911,000 to the Federal Aid Urban Roads.

There is incorporated in this Act a very significant provision whereby funds for the fiscal year ending 1950 shall be apportioned as soon as practicable after July 1, 1948, but not later than September 1, 1948. Under the provisions of this amendment, introduced by Senator H. Alexander Smith from New Jersey at the request of the State Highway Department, it will be possible for New Jersey and the other States that have pushed forward aggressively with their highway programs to have the benefit of 1949-1950 Federal Aid funds during the fiscal year beginning July 1, 1948, and ending June 30, 1949. This will insure not only continuity of Federal Aid but will enable the State Highway Departments to plan and construct their comprehensive programs without interruption.

But beyond the question of either the amount of money thus appropriated or the more specific provisions of this new Act is the general principle of the continuity of the Federal concern for the problems of highway development. It is now 32 years since the first Federal Aid Highway Act was enacted and its administration placed in the United States Department of Agriculture. Under its provisions some \$75,000,000 were appropriated, to be spent over a five-year period, which permitted Federal participation of roads constructed up to 50 percent of their cost or \$10,000 a mile. The purpose of this first Act was to "take the farmers out of the mud." Now, three decades later Federal Aid has grown to become one of vast proportions commensurate with the phenomenal growth of the automobile. A new agency, the Public Roads Administration, today administers these funds in the Federal Works Agency. What this all signifies is that the Federal Government by its grants-in-aid to our highway system has recognized that we have become a "nation on wheels" and that the national economy is inextricably linked with an adequate road system throughout the nation.

New Jersey can be proud that she stands in the very forefront of the States in the development of an integrated highway system even as it is engaged in building its roads for tomorrow.

Spencer Miller, Jr.
State Highway Commissioner

CHECK ON CONSTRUCTIVE PROGRESS



In the latter part of May, Governor Alfred E. Driscoll, accompanied by his administrative assistant, Ransford J. Abbott, former Deputy Highway Commissioner, visited many of New Jersey's outstanding highway construction projects. The above photo shows the inspection group along the Parkway alignment near Fords in Middlesex County. From the left are: Mr. Abbott, Harry D. Robbins, construction engineer; Governor Driscoll, Commander Charles M. Noble, Edward W. Kilpatrick, Commissioner Miller, and Neil MacDougall, district construction engineer.

John H. Carpenter



John H. Carpenter, 54, of 445 Vannest Ave., Trenton, for over 25 years associated with the Testing Laboratory, died at McKinley Hospital on July 21 following a long illness.

A former president of the Ten Year Club, Mr. Carpenter had been in the employ of the Highway Department since September 1919, at which time he accepted employment as a junior testing engineer after serving in the army during World War I. He was a charter member of Ewing Post 314, American Legion, as well as Crescent Temple, Scottish Rite, Tall Cedars of Lebanon, and Hudson, N. Y., Lodge of F. and A. M. Jack Carpenter, who for many years held the rank of senior testing engineer, was the type of man who inspired confidence in others. This quality, coupled with a keen insight which enabled him to get to the root of problems, made him a leader and won for him hosts of friends. He will be sorely missed, both within the Department and out.

Funeral services for Mr. Carpenter were held in Hudson, N. Y., his family home, on July 24th, following a viewing in Trenton. Among those surviving are his wife, Mrs. Frances Ford Carpenter, and a daughter, Miss Christine Carpenter, to whom we extend sincerest sympathies.

GOVERNOR DRISCOLL INSPECTS VARIOUS HIGHWAY PROJECTS

Visits Central and Northern New Jersey Road and Bridge Construction

An inspection tour of State Highway construction projects in central and northern New Jersey was arranged for May 24 at the request of Governor Alfred E. Driscoll for the purpose of better acquainting the State's chief

Highwaymen Hold Offices in New Employee Council

The State Highway Department is amply represented among the officials of the recently formed Council of State Employees with John E. Jones, S. J. Giodotti, Benjamin T. Patterson, and George DeHahn of Planning and Economics, Oliver Doll of Survey and Plans, and George Buchanan and George Hutchins of Equipment being named to the Executive Committee.

In addition to their above responsibilities, DeHahn is chairman of the Research Committee and Buchanan is chairman of the Legislative Committee.

W. A. Manchester

Walter A. Manchester, 81, of 363 N. Pearl St., Bridgeton, died on July 14th following a rather lengthy illness. He was a former State Aide project engineer and had been in retirement since 1938.

Mr. Manchester originally came to the Highway Department as an inspector in the Projects Division in 1917 and received his later title in 1932. He was well known and had many friends throughout the entire South Jersey territory. Funeral services were held at the St. Andrews Episcopal Church in Bridgeton and interment was made in that city.

Mr. Andrews is survived by a granddaughter, Mrs. Mildred Merry Oldfield, of Taunton, Mass., and a grandson, Howard D. Merry, of Cobleskill, N. Y.

executive with the progress and details of the road building program. Accompanied by his secretary, Ransford J. Abbott, Commissioner Spencer Miller, Jr., Chief Engineer Charles M. Noble, Asst. State Highway Engineer Edward W. Kilpatrick, and Construction Engineer Harry D. Robbins, the Governor left the State House at 9:00 a. m.

The party first inspected the Trenton thoroughway. This was followed by a tour of Route 25 between Cranbury and Deans where the Governor approved the proposed dual roadway construction which will eliminate a section of roadway that has been the scene of many serious accidents in recent years. Route 25 was followed through to New Brunswick for the purpose of looking over the proposed improvement at Burnett St.

From here the executive party drove over the grading contracts on Route 100 from Bonhantown to the Rahway River which included the work being done by the sea-going dredge. The Governor was greatly impressed by the enormity of this project.

Leaving Route 100 the entourage drove the entire length of the Route 4 Parkway. It was here that Governor Driscoll urged that every means be used to hasten the completion of the 12-mile section of Parkway from the Edison Bridge to Route 28. Working their way northward the next stop was made at the Newark Viaduct where Route 25 is being dualized between Port St., Newark, and the Pulaski Skyway. This was followed by an inspection of the

(Continued on Page 4)

THE HIGHWAY

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In the Interests of Its Employees

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THERE'S A RIGHT WAY TO DO IT

The practiced eye can spot an experienced workman by watching him perform a single task. A case in point is the manner in which an expert can remove or replace a catch basin cover. The skillful manipulation of a pick or hook does the job correctly—and in a few seconds. Quite a few of our maintenance men do not know the correct method of performing this simple task as demonstrated by the fact that seven cases of damaged fingers and toes have been reported so far this year.

Investigation has disclosed that this operation does not require brute strength; it is simply a matter of getting the knack of the thing. As Foreman George Beatty pointed out, you place a pick or hook under one side of the cover, pry it up a little and slide it out. To replace it you simply slide it back in place. It is as simple as that. You never have to lift it up bodily, nor permit your fingers or toes to come in contact with the cover. Neither is it necessary to stand it on end or turn it over. You merely ease it out. The men who understand and perform the operation correctly never strain themselves or crush a finger or toe.

This is but one of many jobs that can be performed in a right or wrong manner. In each case the experienced worker knows the correct way to do it. But it is not enough for just the experienced men to have this knowledge. The newer men must also be advised as to correct procedure and there is no better way to acquire this know-how than to ask the man who can tell you—the experienced worker.

It is well to remember that every man's safety is of prime importance to the Highway Department, for each of you is as important in your particular job as are Commissioner Miller and Commander Noble in theirs. Since the size of our work force is fixed, your enforced absence means a job undone, or double work for someone else. Every man should be safety conscious at all times. Each of you is an important cog in a very important machine—the State Highway Department.

Safety Committee
Charles I. Levine
Chairman

SURVEY and PLANS

FRED C. CLAUS

UPPER MONTCLAIR

Frank J. Spagnola

Re: Radio News Broadcast of the "singing-lane" on Route 6 Clifton. The last edition of THE HIGHWAY had an article about the WOR radio news broadcast of the "singing-lane" separator the Highway is now using. As a sequel to the story, may we add that the news was transmitted from Route 6 in Clifton, and the State Highway Department was represented by Assistant District Engineer Herbert K. Englishman. Mr. Englishman was called upon to add a few words to the broadcast about the "singing-lane," and committed himself like a veteran news-commentator. As a nice gesture, the WOR Radio System presented Mr. E. with a fine recording of the broadcast.

Woe is us—our gang really has gone through the proverbial shuffle lately. Adrosko was returned to the Newark office in exchange for Palkowetz; Vogel, Dynes, Stivali, and Maciejewski are now with the Construction Division. On June 1st Tony Marino, principal engineer, was transferred to Construction to handle the Palisades Interstate Parkway Grading Project; two days later Irving Urbach followed him to be his office-man. Sr. Engineer Di-Giacomo, now has the assignment for all the survey work on the Palisades Parkway job. His party consists of Amelio, Pappaceno, and Kowar. Kunzler's survey party on the Rt. 3 Secaucus Relocation is 50% new—Rigasio and Dougherty (2 new men), and old-timer Della Torre. Demarest's party was reduced to Fuca and Podwyszynski for a while, but Shidlowski has rejoined them, and Kliminski, a new engineer aide, is also with them for the time being. Bubier and party are assigned to construction layout on Rt. S3, Sec. 3B Paving. He lost Bob Van-Zee who resigned July 13th. Probably Geo. Bramson or David Brandley (2 new engineering

aides) will fill VanZee's void. The other may go to Kunzler. Gene Duxbury, another recently appointed engineering aide, is slated to work with busy Bill Kunzler, also.

Want more reading matter?... Herb Englishman bought a regulation Army cot recently... how's sleeping out, Herb?... Shappy Simpson is sporting a snappy summer skimmer. (Say it fast, if you can)... Berberick spent a busy week's vacation on his 0.15 acre farm... Matchett's wife is away to the country (Maine)—shall we say "hurray" for him?... Coupe is writing specifications for the Route S3, Sec. 5A, Paving job. With pride (puff, puff), we announce that plans for a paving project on S4B-1 are complete, and operations for construction from Rt. 4 to Maple Ave. should be buzzing very shortly... The C. S. exams, for asst. engr., sr. engr., etc., are past history, but tell me... do you all now know what a "Ginko" tree is? Sanwald called it a hat-rack.

NEWARK

Harry S. Stover

The "chief," Howard Rigby, is spending a quiet week's vacation at home, making repairs around the house, one project being the rebuilding of the front brick steps. At \$3.25 an hour, a nice trip could be taken on the saving. Let's see your union card, chief!

Mrs. Kilgariff, secretary to Mr. Rigby, recently spent a pleasant week at Avon-by-the-Sea, as a second honeymoon. She says it was better than the first.

Geo. Link is spending a restful (?) vacation getting his "in-laws" cottage in Middletown, New Jersey, ready for summer use.

Bert Vreeland enjoyed part of the July 4th weekend at Asbury Park. His chief complaint was the

SCHOOL CHILDREN VISIT PARKWAY



This group of children from the Willis School in South Plainfield visited the site of New Jersey's first parkway recently accompanied by their teacher, Miss Kauffman. They were deeply impressed by the size of the mechanized equipment being used, such as the diesel tractor and carryall shown above. Joseph Whalen, assistant highway engineer, showed the group over the Parkway route.

lack of sitting facilities on the boardwalk.

Harold Lange is getting to be a "Jack of all trades." His carpentry, gardening, painting, roofing, and plumbing, to date, are good examples of his capabilities.

Personnel changes since last issue. Hired: junior engineer, Highway—Joseph L. Artusio, Jr., and Solomon Slotnick. College students, summer employment—junior engineer, Highway, Howard L. Goldberg, Lewis Schneider, engineering aide—Stephen Hladio, George C. Hoffman, Farris A. Smith. Transferred to Construction Division: junior engineer, Highway—Joseph P. Androsko, Milton S. Greitzer, William P. Yetman; engineering aide—Roy G. Evenson, Francis J. Palkowetz, Resignations: engineering aide—William McCue, Jr., Richard C. Burnett.

PLEASANTVILLE

John L. Beckley

Cliff Somers' face was just a little red the other day when after waiting for quite some time at the corner to be picked up, he realized that he had the car at his own home. He must have taken the hint for he has since been fitted with a new pair of bifocals.

Business is picking up again at the Home Plate Restaurant where some of the boys have been eating. The answer seems to be that for some reason or other the comely brunette waitress who was very conspicuous by her absence for a few days is back at the old stand.

Gene Gillette had quite an exciting time when a gasoline stove caused a fire in his kitchen. The last we heard he was cooking on a borrowed oil stove on the back porch. This bit of bad luck is somewhat offset by being able to ride in a 47 Fleetline Chevrolet he has just acquired.

John Tinney is slowly succumbing to the lure of that new 49 Ford and it will probably not be long before he breaks down and goes after one.

Alan Feldman of Atlantic City has been assigned to this office as junior engineer for summer employment. He is a student at Penn State College and has completed his third year of a Civil Engineering course.

Larry Oliver has apparently made his leave of absence permanent. He must have liked that Louisiana climate or something.

TRENTON

Alex Cohn

Greetings to Frank Schmidt and Rowland Kreuger, new additions to our drafting room forces.

Kyle Totten, sufficiently improved to undertake certain assignments at his Flemington home.

Welcome to Mary Mangine, recently returned after a leave of absence.

(Free ad)—If it's old clocks you have for sale, see Rudy Vogel.

"Skipper" Jerry Osborn taking

to the seas in that 26-footer of his.

Mary Smeraldi, new addition in Room 311... Walt Voorhes, Lew Hall, and Jim Malloy now in Room 325.

One wonders if the new suction fans will remove all the hot air generated in the drafting room.

To "Wil" Watson, sincerest sympathy upon the recent death of his father.

Tom Cunningham pinch-hitting for Jim Hamilton during the latter's vacation and two weeks' stay at camp with the National Guard.



The Highway Reference Library has added the following interesting publications to its shelves. These and other periodicals may be obtained by calling Ext. 354.

Surveying, by Philip Kissam, C. E., Princeton University.

Data Book for Civil Engineers—Specifications and Costs—Volume II, by Elwyn E. Seelye.

Data Book for Civil Engineers—Field Practice—Volume III, by Elwyn E. Seelye.

Washington's Bridges—A Pictorial Report on the Historical and Modern Bridges in Washington, D. C.

A New Constitution of the State of New Jersey.

The Prohibition of Curb Parking, by the Eno Foundation for Traffic Control, 1948.

Budget Message of Governor Alfred Driscoll for year ending June 30, 1948.

Loadometer Survey To Cover State

On August 2, 1948, the Division of Planning and Economics began its annual loadometer survey of New Jersey State Highways. This weighing of trucks and recording of data pertinent to the trucking industry was started as a yearly procedure in order to supply Public Roads Administration of the Federal Government with information regarding the trend of trucking in this State.

Since the advent of the Division of Planning and Economics, the scope of these surveys has been increased so that besides the desire for knowledge of trends, specific data information is being gathered for design and research purposes.

This year special emphasis is being placed on gathering information as to the trucking which will be likely to use our proposed Routes 300 and 100. And so, instead of the usual eight-hour shifts, twenty-four operations will

Construction Comments

CENTRAL DIVISION

Walter Fawcett

We were all deeply shocked at the tragic death of Mike Boss. He will be sorely missed by all who knew him. George Riker and John Dean, injured in the same accident, are well on the road to recovery.

Sincerest sympathy to Mary Palumbo (Massarotti) whose mother passed away recently.

Here and there throughout the Division: Henry Worthen, now with the S. J. Groves Construction Co., the proud father of a little girl... George Deter, able skipper of the "Eileen," again trolling the Sandy Hook waters for strippers and blues. Top mark for the early season 64 blues on the last outing... Harry Brown vacationing with the Missus at Barnegat in quest of the big one that got away... LeRoy Gibbert, formerly with the Department as an inspector, returning for a visit from Arabia where he has been employed by the American Oil Co.... J. E. Dederick, principal engineer, on Section 1, Route 4 Parkway, on the sick list but making satisfactory progress... Harry Hartmann has been running over from his Route 100 job to pinch-hit for Joe... Henry Klubenspies was recently elected president of the Cranford Republican Club... The subject most photographed by Foster Lance with that new movie outfit is a pin-up girl named Patricia—his 10-month old daughter.

NORTHERN DIVISION

G. H. Conner

Route 100, Sec. 4B. Do you know that the Highway Department has a Naval Division? It now consists of "Admiral" Vogel and "Captains" Vesco, Derksen, O'Hara, and Adrosko. They are stationed on a dredge located on the Rahway River. This dredge is excavating 8000 cubic yards of wet excavation during a twenty-four hour day and it is our Navy Department's duty to take soundings, record delays and patrol the dikes. This they do by means of a boat with an outboard motor attached.

Due to the heavy construction schedule, the Plans & Survey Division has graciously transferred the following men to us: Anthony Stivali, I. Urbach, Joe Adrosko, K. Vogel, and C. Maciejewski. Seymour Gerber, a student at Rutgers College, and Roy Evenson, a student at Columbia, are summer employees with our Division. "Welcome fellows."

Route S-3, Sec. 3B (Paving). The Union Building Co. has started construction activities on the above captioned project. The State forces are comprised of Principal Engineer A. A. Paul, Earl Parker, John Youngman, A. Verdi, and A. Stivali.

Palisades Parkway, N. J., Sec. 2A. Work has begun on the above project. The contractor is A. J. Santanielli, and the State forces are comprised of Anthony Marino, principal engineer, Jack Farley, and Irving Urbach. We all welcome "Paasano" Marino back to the Construction Division.

Frank Bird, Senior Auditor, of the Northern Construction Division, is confined to his home by illness. George V. Dederick, accountant, connected with the Trenton office, is "pinch hitting" for Frank.

Route S-3, Sec. 4C (Paving). The S. J. Groves Construction Co. has been awarded this contract. W. A. Kaye, principal engineer, will be in charge of this work for the Highway Department.

be maintained in the area contributing to these routes.

Data also will be gathered for use by the Rutgers Soils Research project. In these ways Planning and Economics hopes to supply the Highway Department and others with data which will assist them as well as gather pertinent information for its own use. Sixteen stations will be located at strategic points throughout New Jersey.

Your M. C.
presents—
THE LADIES...
Bless Them

Helen Cany, of the Administration Division, became the bride of Charles R. Balogh of Conneaut, Ohio, on Sunday, June 6th. The ceremony was performed at the Hungarian Reformed Church at 3 p. m. The young couple motored through New York State to Ohio on their honeymoon. A few days before her wedding, Helen was "showered" by her Highway co-workers. The luncheon, held at Murphy's Corner, was attended by Margaret Anderson, Marion O'Hara, Waneta DeAngelo, Pauline Konides, Mary Harris, Lillian Happ, Ruth Hill, Mary Mangine, Edith Toth, Emilia Andreoli, Claire Congelton, Marie Walsh, Pauline Wieland, Viola Gallagher, Claire Laczoni, Florence Miller, Edith Farr and Helen Tallon.

Best wishes are also in order for LaRaine Birch, of Compensation and Claims Offices, who became Mrs. Zoil Dobronte on Saturday, July 10th. The ceremony was performed at St. Anthony's Church at 11 o'clock. Following a reception held in the afternoon, LaRaine and Zoil left for a tour of the New England States. In June, LaRaine was tendered a dinner party and presented with a gift at the Glendale Tavern in honor of her then approaching marriage. Her hostesses included Betty Levie, Kathryn Laughry, Mary Keller, Marion Hester, Helen Tallon, Rita DeVaney, Florence King and Margaret Gibbs.

The newest addition to the Right of Way Division is Marion Shestko, who not only has aspirations along fashion-advertising lines, but could also very well serve as an inspiration. If you don't believe us, look for yourself.

Although Elgin Mayer's "Country Club" had a somewhat delayed official opening this season, the members have been losing no time "catching up" on their tennis. In addition to the regular habitants, Florence Millerick, Mabel Beans and Claire Laczoni, Marilyn Kinter and Faye Schlesinger have also been happy frequenters.

Note to Highway mothers and those "to-be" . . . A modified and modernized version of "Papoose" was little Patty, when her mother, Ruth Moran, recently visited her friends in the Department. The "new-fangled, shoulder-strap contraption" not only lessened the burden of Patty's weight on Ruth, but delighted Patty as well.

Your M. C. experienced a vicarious pleasure from having one of "ours," Florence Millerick, an invited guest at the Garden Club luncheon held at the Carteret Club, Thursday, July 15th.

"In the hills of West Virginia" . . . Claire Laczoni learned that life is not only "circling four" in one perpetual square dance, but also pitching hay, milking cows and avoiding copperheads that insist on interrupting chores.

Our Highway Glamour Gal of last issue is Mary Cunningham who recently vacationed at a camp in the Poconos.

Albert E. Lee

Albert E. Lee, 54, of Pompton Lakes, a principal engineer in the Bridge Division, died on July 14th after a prolonged illness. He had been associated with the State Highway Department since June 1922, at which time he started his employment as a bridge inspector. During his long tenure he had charge of such outstanding construction projects as the Passaic River Bridge and the Route 29 viaduct over the Penna. R. R. at Newark. His last assignments were Union Ave., and Riverview Drive bridges on Route 6 and the Erie R. R. bridge at Warren Point. Mr. Lee was a member of the Ten Year Club and the Bridge Division Club as well as several organizations not connected with the department. He was a man of wide experience and leaves a host of friends in all sections of New Jersey.

Mr. Lee is survived by his widow, Mrs. Mabel Lee, of 425 Lincoln Ave., Pompton Lakes, to whom every sympathy is extended.

ON HIGHWAY INSPECTION TOUR



On July 14th members of the Joint Committee on Highways of the Legislature made the southern New Jersey tour of construction projects accompanied by Commissioner Miller, State Highway Engineer Noble and Asst. Highway Engineer Edward W. Kilpatrick. They are shown as they inspected the J. R. Williams job on Route 45 in Salem. From the left are: Senator Alfred B. Littell, of Sussex, chairman of the Senate Committee on Highways; Senator John M. Summerill, president of the Senate; Assemblyman Stephen J. Bator, of Essex; Assemblyman Peter B. Hoff, of Salem; Eugene Gillette, engineer in charge; Commander Noble, Mr. Kilpatrick and Assemblyman Howard S. Keim, of Mercer.

Administration Division

BILL WARD

Frank Dunn had two tickets for the Louis Wolcott encounter. Wednesday, it was announced early in the day, that the fight had been postponed. On Thursday Frank took the train to New York, had dinner and rode the subway to the Stadium. He arrived in the middle of a torrential downpour, turned around and came back to Trenton. Friday, Frank, a determined guy, applied for a week's vacation, packed his bags, and drove to New York. When asked what he thought of the encounter, he said—and quote "I End of quote.

Old river pilots are still talking with respect of Dave Rodman's navigational skill. On a clear moonlit night, Dave guided the S.S. Wilmington Belle from its pier to a point some fifty yards out in the middle of the Delaware where, for three hours, it rode safely through a mild breeze and then Dave, without the loss of anyone on board, brought it safely home. Dave is quite modest about the whole thing pointing out that he has followed the water all his life.

Mr. and Mrs. Frank Suchocki are the parents of a son, their first, born in June . . . Charlie Walker has been acting as paymaster during the illness of Owen Rogers . . . Frank Torkewitz spent an afternoon driving through Camden and Burlington counties. Affable as ever, Frank waved to all the policemen along the road and, just as affably, they waved back. When he reached home, Frank found that he had been traveling all that afternoon without license plates . . . Frank Lacomchek is spending most of these evenings painting the house of his mother-in-law. We repeat . . . mother-in-law . . . Frank Russo (is everybody named Frank?) is an accomplished musician and holds a card in the musician's union.

Fellow from here was in one of those places which cofeature television, when it was announced that the Red Sox had scored fourteen runs in one inning. After the whistles of surprise had died, a man inquired politely, "Who's ahead?"

Kilpatrick Reappointed

Edward W. Kilpatrick, Assistant State Highway Engineer, received his reappointment to that position from Commissioner Miller with the approval of Governor Driscoll effective July 17th. The appointment is "for such term as now provided by the Revised Statutes."

Michael H. Boss

Michael H. Boss, 47, of 167 Fetter Ave., Trenton, was killed instantly in an automobile accident on June 10th at the intersection of Route 48 and Kings Highway in Shartstown, Salem County. He was returning to Trenton in a car driven by George Riker and in which John T. Dean of Penning-



MICHAEL H. BOSS

ton was a passenger when they collided with the automobile of William DeRuiter of Staunton, Va. Riker and Dean escaped with minor injuries. The three were assigned to construction work in that section.

Mr. Boss first came with the Department in April, 1924, as a rodman and was subsequently promoted to assistant civil engineer, resident engineer and more recently held the title of principal engineer, Highway. For many years he acted as a "trouble shooter" for district engineer, Harry D. Robbins, and served in that capacity as well as engineer in charge of construction for Neil MacDougall when the latter succeeded Mr. Robbins in the Central Construction Division. He was well known throughout the State among construction men and contractors and held in high esteem as both an engineer and a man.

Mr. Boss was a member of the Ten Year Club, Tuckerton Lodge 4, F. and A. M., The Ancient Accepted Scottish Rite, Valley of Trenton, and Crescent Temple. He is survived by his widow, Mrs. Rose Boss; his parents, Anthony and Innocenza Boss; a son, Michael, Jr., five sisters, Mrs. Mary Fera, Mrs. Lena Bossio, Mrs. Joseph Carbone, Mrs. Helen Pugliese, and Miss Julia Boss; and three brothers, Joseph M., Frank, and James.

Interment was made at the Colonial Cemetery in White Horse. THE HIGHWAY extends sincerest sympathies on behalf of the Department.

BRIDGE BRIEFS

WILBUR SPENCER

On June 19th the Bridge Division Club held its annual outing at Fred Dileo's camp in the pines at Browns Mills. Bocci ball, quarts, cards, hot sausages, hamburgers, etc., were enjoyed by all. Because of the weather only twenty-nine were in attendance.

We of this Division welcome to our fold four engineering aides: Anthony F. Santaniello, Rutgers student, from Trenton; James H. Weisel, a former Annapolis midshipman, from Frenchtown, now a student at Princeton; Baird W. Whitlock of Highland Park; and Philip H. Burch, Jr., from Trenton.

Among those on the sick list we find Fred C. Dileo, having teeth extracted; Chester Smith, recuperating from a serious operation, and at present doing fine; Wilbur Spencer, with a special dose of oak and ivy poison.

Briefs: Arthur Lichtenberg and Sven Hedin recently made a tour of inspection of bridges under construction . . . George Heferman resting in a wheelbarrow at his Washington Crossing home watching his neighbor doing his chores . . . Sven Hedin is building an elaborate sunken garden and outdoor doggie roaster in preparation for the usual housewarming party . . . David Lawshe has developed into a gentleman farmer with a good tan . . . Marcel Ludasy expects to leave for the shore soon for a couple weeks' rest . . . Robert Simon is still the faithful watchdog of the treasury, continually getting into the committee's hair . . . John Patrick is a grandfather again—new arrival last week . . . John Furry always the same, still pluggish away . . . Charles Fox has become quite a Bordentown baseball fan, seldom misses a game . . . Paul Gabrenas recently returned from a few days' trip in Massachusetts . . . Harry Lefferson left for the Yellowstone National Park on a vacation in his new Pontiac.

PROBLEM

A man drove from his home to Newark at an average speed of 20 miles per hour. He remained in Newark one hour and then drove home over the same route at an average speed of 30 miles per hour. He was away from home exactly three hours. How far is it from his home to Newark. Answer on another page.

ELECTRICAL FLASHES

JOSEPH MAHAN

Tony Russo, of the Fernwood Office, recently spent a week nursing a case of sun poisoning which he suffered on the first day of his vacation at the Jersey shore.

Robert Kofoed, bridge mechanic, was married on July 2 to Miss Doris Knowles of Keyport. Congratulations, and may all your troubles be little ones!

Marvin Polhemus, electrical mechanic, a breeder of thoroughbred Monoc homing pigeons, recently won a race from Coshocton, Ohio, to Belmar, N. J., with his "Belle of Belmar." The winning time was 704.22 yards per minute.

Believe it or not—William Crawford, recently retired chief operator of the Rt. 25M Hackensack River Bridge, now residing at Breton Woods, just recovered from a 3-week attack of mumps!

ON THE SICK LIST: John Irons, Sr., and Arlington Wilson, bridge operators; and Andy Leaver and Frank Walsh, of the Fernwood forces.

Welcome to Carl Bechter who has just come with us as building maintenance worker. And welcome back to Hank Johnson, electrical foreman, who has recovered from a long spell of illness.

Jack Snyder, electrical mechanic, is taking golf lessons from Russ Cook of the Fernwood Stock Room. It is reported that Russ is as well qualified to give lessons as Snyder is to receive them.

W. J. Kerwin, bridge operator, reports an unusual occurrence in the following letter to Russ Henry, his supervisor:

"Dear Russ,

We have a piece for the Highway News. Tommy McGuire (bridge attendant) was walking along the bridge and the Secaucus Police wanted to pick him up as a crazy person. One had escaped from Hudson County Mental Institution, and Tommy fitted his description. Joe Brodzewski (br. oper.) had to identify him or the cop would have taken him in.

Honest, it's true!

As ever,

W. J. KERWIN."

REAL ESTATE REPORTS

HERMAN KRAMER

George Maul, a graduate of Hamilton High School, has now started with the Title Bureau as a file clerk. George is a handsome six-footer and the girls already are swooning.

Marion Shestko, a graduate of Bordentown High School, and an attractive blonde, has recently joined the office force of the Right of Way Division as a clerk stenographer. Marion is replacing Bertha Cunningham who recently resigned to take care of her infant son.

Ann Manion is visiting her brother who is convalescing at a hospital in St. Augustine, Florida.

June Mains took her first airplane ride recently with her boyfriend.

Tom Stewart is vacationing at Swarthmore, Pa., where he is taking an appraisal course at the American Institute of Real Estate Appraisers.

Ray Birch, Ralph DelMargio, and Jack Whitehead spent July vacations at Seaside.

We are glad to learn that both Mrs. John W. Aymar and Mrs. Adrian C. Lincoln are recovering from their illnesses.

George Digby, who recently resigned from the Right of Way Division, is now with the Prudential Life Insurance Company.

FERNWOOD STORE UNDER NEW MANAGEMENT



Trenton Times Photo

Commissioner Miller congratulating Joseph Smith, blacksmith, who is about to make the first purchase from the store in the main building at Fernwood. Many others in the assemblage that attended the opening exercises will be readily recognized. Joseph Dietrich, the proprietor is standing behind the counter.

FERNWOOD'S FRIENDLY GESTURE LAUNCHES BUSINESS CAREER

Flower Fund Committee Turns Concession Over to Joseph Dietrich

On Tuesday, July 13th, a business enterprise was launched at Fernwood with appropriate ceremonies. Perhaps it might be more accurate to state that a long established business entered new hands, for on that date the men of Fernwood turned over to Joseph Dietrich their refreshment concession which for many years had supplied the funds for flowers in the event of death to fellow employees or members of their immediate families. This change of management received the wholehearted support of Commissioner Miller and the Flower Fund Committee, for, in case you don't know the details, Joe Dietrich is blind.

On the day in question the ceremonies were brief and to the point. Commissioner Miller was presented by Benjamin Hancox, who spoke on behalf of Fernwood. In his remarks the Commissioner paid tribute to the large gathering for their unselfish action in relinquishing the concession to a man who, though handicapped by the loss of sight, had the ability and training to successfully operate a business of this kind. He spoke glowingly of the fine work being done by the N. J. Commission for the Blind in making it possible for those so handicapped to earn their own living as a result of efficient training.

As a culmination of the ceremonies Joseph Smith, blacksmith, who for the past fifteen years has made the first daily purchase at 7:30 each morning, stepped up and bought his customary package of Beechnut chewing tobacco. He had a few anxious moments prior to this when he heard Commissioner Miller refer to his regular early morning purchase as Beechnut chewing gum.

Victim of Freak Accident

Joe Dietrich is thirty-one years of age. He is the kind of a fellow that Fernwood will accept as one of its own for his ready smile and cheerful manner are guaranteed to make many friends. Joe was not always blind. In fact, he was an outstanding baseball pitcher as late as 1937 when he played in the City League. It was in a league game along about the seventh inning that he took his position on the mound set on projecting a slim 2 to 1 lead. He reached down for the resin bag and straightened up never to see again.

During the war Dietrich worked in a defense plant in his native city of Trenton and more recently has been taught to handle a concession of the type at Fernwood by the N. J. Commission for the Blind. This same agency made the initial installation for his small store as well as supply-

ing the original stock. From this point on he is in business for himself, although the Commission will keep in constant touch with him. Arrangements which resulted in the Fernwood concession being turned over to Dietrich were conducted by E. J. Flanagan, supervisor of business enterprises for the Commission, and his assistant, James Crowley. These representatives of the Blind Commission together with the Flower Fund Committee consisting of Harvey Butterfoss, chairman; Benjamin Hancox, Larry Gore, John Wain, Tim Brennen, James O'Rourke, and Don McNeil, attended the opening exercises as did Commander Noble, Ed. W. Kilpatrick, Frank C. Young, and the entire Fernwood personnel.

Dietrich plans to sell candy, tobacco, soft drinks, coffee, soup, sandwiches, pastry, etc. Here's wishing him all the luck in the world.

CREDIT UNION

Individual Loans Increased To \$300 by Credit Union

The directors of the State Highway Credit Union have taken advantage of recently passed legislation to extend the amount of money which can be borrowed by members on their own signatures to \$300.00. This action was taken in order that members can have the maximum benefits granted under the law at low interest rates.

Prevailing rates of interest are: 1% per month on the unpaid balance of \$100.00 or less, and ½% per month on the unpaid balance exceeding \$100.00. Under these rates a \$300.00 loan would cost \$15.00 a year in interest charges.

Deposits up to \$500.00 may be made at any time, but after any individual's total on deposit equals that figure a limit of \$50.00 per month is placed on further deposits. During the past six months the Highway Credit Union paid a dividend of 2.4% to all members.

Applications for membership should be referred to J. A. Kilpatrick, treasurer, 190 West State St., Trenton. The Credit Union celebrated its 5th anniversary on May 28th.

Answer to Problem

24 miles.

Maintenance Notes

Charles J. Doherty

Now that we are finally having some nice weather, Russ Geller has decided to paint his house. Russ says he isn't having any trouble in getting advice, what with all the "sidewalk superintendents" hanging around. His real trouble seems to be in getting somebody to do any of the work, especially around the roof. Of course, Russ might do it himself, but he says that he can't stand that much altitude.

The Maintenance Division welcomes the addition of a new employee, Charles A. Hurley, Jr. He is to be one of our new inspectors and is now being briefed under the able tutelage of Inspector Warren Oldham.

Eleanor Elston, file clerk of the Maintenance Division, absent from her desk for the past several weeks due to illness, is coming along fine, and says that all she needs now is a little more rest and she'll then be rarin' to get at that filing again. We all wish her the best and hope that she will be back with us soon.

It seems that the exodus has started for the summer training camps again. A lot of the boys will be off to get that National Guard and ROTC training, among the former being our own Norm Jorner who left for Pine Camp for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that waistline.

Doris DeCarlo, the latest improvement to the Maintenance Division, says that she likes to go for canoe rides. After giving her some friendly advice about the dangers of canoe riding, we think the following couplet might be appropriate:

If cold water turns you blue,
Don't ever neck in a canoe.

We regret to report the termination of Jerry Cahill's services with the Department. After an extended leave of absence, Jerry decided that he might be better off seeking other fields. We wish him the best of luck in whatever he undertakes. Jerry had been with the Department since 1929 and was well liked by all who knew him.

Our sympathies are extended to the family of Lester Johnson who died during the early part of July. He had been employed with Foreman Beha's gang and had been with the Department since 1935.

We also want to extend our sympathies to the family of Benjamin VanOrden, who died last month. He had been with the Department since 1942 and worked with Foreman Harold Rush.

AT ROADSIDE SURVEY LUNCHEON



The second annual Roadside Survey Luncheon was held at the Carteret Club in Trenton on July 15th. As was the case a year ago, this affair was sponsored by the New Jersey Federation of Garden Clubs. Commissioner Miller presided on this occasion and in the above picture he has just presented Commissioner of Motor Vehicles Arthur W. Magee. Others from the left are: Mrs. A. J. Sullivan, president of the Garden Club of New Jersey; Mrs. Laurance Wilson, Mr. William H. McDonald, chief of Bureau of Local Health Administration, and Commander Noble.

PLANNING and ECONOMICS

WERNER SONNTAG

The record for the longest trip of the current vacation season goes to Bob Nolan, destination, Key West, Florida. Joe Kanda and Gene Condoso are also vacationing, but they have kept their plans quiet. Quinn is motoring to Delaware. Several others are studying the maps and planning trips.

Ben Patterson is so involved in his traffic studies, it is reported on good authority, that he spent his Fourth of July week-end observing traffic congestion at the Freehold Traffic Circle.

George Mendez is spending his spare time working on curves to expedite the study of traffic congestion costs.

Mort Gertel seems a bit shaken up, and who wouldn't after riding on a truck from Newark to Baltimore and return. He collected valuable data on travel time, mileage, and number of stops.

George DeHahn took another trip up and down the Delaware, and once again is plugging for his pet project, The Delaware River Scenic Highway.

Now that the exams are over at Rider College, Ralph Vanaman, a hot jazz fan, is relaxing by spending a number of his evenings at the jam sessions in Philly. Relaxing, did you say.

We welcome the following new employees to the Trenton office: Sanford L. Bates, Louis S. Rice, W. Richard Foster, and Robert H. Schwoebel.

The office takes this opportunity to send their best regards to "Smilin' Sam" Guidotti who has been loaned to the Newark office.

Charles Hurley, Jr., has been transferred to the Maintenance Division as a result of having passed a recent Civil Service Exam. Good luck in your new work, Charlie.

GOVERNOR DRISCOLL

(Continued from Page 1)

Stickle Memorial Bridge and lunch in Newark.

In the afternoon the tour included visits to Route 3 at Secaucus, the Route 17 improvement, a ride over the length of Route 8-3, the Route 6 dualization between Totowa and Route 23, Route 6, and a stop at Route 28 at Somerville where the Governor approved the proposed construction of Route 28 from Somerville to North Branch.

The final stop was made along Route 28 at Annandale where the Governor again approved the proposed construction. From this point the party returned to Trenton where they arrived at 6:30 having completed a 200-mile trip.

On June 18th the members of the Assembly's Joint Highway Committee were conducted over a similar tour and still later visited construction projects in South Jersey.